

South Downtown Study Area
Proposed Growth Management Plan Future Land Use Subarea Policies
City of Orlando City Planning Division
DRAFT – July 29, 2008

Policy S.12.7 *South Downtown Subarea.* This subarea, known as the South Downtown Study Area (the “Study Area”), is intended to be a vibrant, recognizable, mixed-use, multi-modal neighborhood that thrives on the synergies afforded by the continued growth of the Orlando Health campus and adjacent medical-related uses.

- (a) South Downtown Vision Plan. To encourage the diverse, efficient and intensive use of land within this district, the City shall prepare a South Downtown Vision Plan (the “Vision Plan”). The Vision Plan may address the following:
- (1) The potential for locating a unique major attractor (high-value employer, regional attraction, etc.) near the intersection of Kaley Street and Division Avenue to enhance the Study Area’s main entry point from the west and provide an additional destination in close proximity to the Amtrak/Orlando Health Rail Station;
 - (2) Parks and open space needed to connect key destinations and neighborhoods and enhance the pedestrian character of the Study Area;
 - (3) The potential for workforce housing to complement employment within the Study Area;
 - (4) Alternative modes of travel, including transit, bicycle and pedestrian facilities;
 - (5) Maintenance of existing industrial uses while allowing compatible infill development;
 - (6) Services and facilities needed to accommodate the projected type and amount of development;
 - (7) Methods for protecting existing residential neighborhoods; and
 - (8) Recommended design guidelines.
- (b) South Downtown Special Plan Overlay. Following approval of the Vision Plan, the city shall consider adopting a South Downtown Special Plan Overlay zoning designation (the “Overlay”). The Overlay may:
- (1) Include design guidelines and development standards to encourage a compact urban form, enhance economic vitality and promote social diversity within the Study Area;

- (2) Allow Residential development as a permitted use in the I-G and I-P zoning districts at a maximum density of 40 dwelling units per acre; and
- (3) Allow density and intensity bonuses and additional land uses within defined areas, as provided under Subarea Policies S.12.8 and S.12.9.

The Overlay is intended to create a sense of place by emphasizing pedestrian scale, active ground floor uses, window transparency, active outdoor open spaces and the principles of “Crime Prevention Through Environmental Design; integrate a mix of land uses by encouraging residences above shops and offices to create a 24 hour a day, 7 day a week community; improve transportation connectivity through improvements to vehicular, pedestrian, transit and bicycle facilities; encourage the provision of affordable housing in proximity to employment; preserve the viability of existing industrial uses; and ensure appropriate and compatible development within the Study Area.

City Council shall not adopt the Overlay until one or more mechanisms have been approved to fund the public infrastructure needed to accommodate the increased densities and intensities contemplated under this subarea policy.

- (c) Public Outreach. Business and property owners within the Study Area are encouraged to participate in discussions regarding area-wide public infrastructure needs and funding alternatives; methods for sharing the cost of public infrastructure improvements; and a comprehensive yet compassionate course of action to deal with the transient and homeless issues within the district.
- (d) Transportation. To facilitate a balanced transportation system that affords multiple options for getting around, the City shall:
 - (1) Encourage improvements that establish the Amtrak/Orlando Health transit station as the multi-modal hub of the Study Area.
 - (2) Investigate opportunities to accommodate short distance and high frequency transit service by extending a transit circulator from downtown to locations within the Study Area.
 - (3) Encourage street network connections and linkages that enhance mobility within the Study Area and assists in reducing traffic on Orange Avenue.

- (e) Maximum Development Capacity. The maximum amount of development allowed within the Study Area shall be as follows:

<u>Land Use Type</u>	<u>Base (2008)</u>	<u>Growth</u>	<u>Maximum</u>
Single-family	77	23	100 dwelling units
Multifamily	623	2,400	3,023 dwelling units
Office	1,511,603	2,200,000	3,711,603 sq. ft.
Retail/Commercial	302,836	400,000	702,836 sq. ft.
Hotel	22	400	422 rooms
Industrial	2,023,196	300,000	2,323,196 sq. ft.
Hospital	2,004,066	3,300,000	5,304,066 sq. ft.
Public Benefit Use	38,040	120,000	158,040 sq. ft.

Development on individual building sites shall comply with the maximum densities and intensities allowed by the adopted future land use designation and any density or intensity bonus approved by the City. The maximum amount of any land use type may be increased in conjunction with a simultaneous equivalent reduction in another land use type. Equivalency shall be based on a peak hour trip generation equivalency calculation reviewed and approved by the City's Planning Official and Transportation Director. Any change inconsistent with this subarea policy shall require a GMP amendment and shall be supported by data and analysis that demonstrates adequate facilities and services are available to accommodate the proposed amount of development. Any change that will increase the maximum number of residential dwelling units allowed under this subarea policy shall be subject to review by Orange County Public Schools and may require a Capacity Enhancement Agreement. Conformance with the maximum development capacity allowed under this subarea policy shall be reviewed annually and in conjunction with the city's periodic Evaluation and Appraisal Report.

Policy S.12.8 *Kaley Street Subarea.* The intersection of Division Avenue and Kaley Street is the western gateway to the South Downtown Study Area and offers a prime opportunity to create a highly visible and memorable node of activity. To encourage redevelopment within this subarea, the South Downtown Special Plan Overlay zoning designation (the "Overlay") provided in Subarea Policy S.12.7 may allow a maximum density of 100 dwelling units per acre and/or a maximum intensity of 2.0 F.A.R. within Subarea S.12.8 when approved as a density and/or intensity bonus. Density and intensity bonuses shall be reviewed and approved in accordance with the regulations provided in the Land Development Code for Bonuses in Office, Mixed Use Corridor and Activity Center Districts. The Overlay may also allow residential, hotel, eating and drinking, office and retail uses throughout Subarea S.12.8 when

approved as part of a Planned Development, subject to the following additional criteria:

- (a) Building sites shall accommodate mass transit;
- (b) Development shall connect to a master stormwater system, if available;
and
- (c) Building and site design shall be generally consistent with the principles and practices of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System developed by the U.S. Green Building Council or a similar rating system approved by the City.

Policy S.12.9

Amtrak/Orlando Health Subarea. The Amtrak/Orlando Health transit station provides a prime opportunity to create a complementary mixture of transit-supportive uses at higher densities and intensities within walking distance of transit facilities. To encourage redevelopment and support existing development, the South Downtown Special Plan Overlay zoning designation (the “Overlay”) provided in Subarea Policy S.12.7 may allow a maximum density of 100 dwelling units per acre and/or a maximum intensity of 1.6 F.A.R. within Subarea S.12.9 when approved as a density and/or intensity bonus. To further encourage the intensification of uses in close proximity to the Amtrak/Orlando Health transit station, the Overlay may allow a maximum density of 100 dwelling units per acre and/or a maximum intensity of 3.0 F.A.R. within Subarea S.12.9.1 when approved as a density and/or intensity bonus. Density and intensity bonuses shall be reviewed and approved in accordance with the regulations provided in the Land Development Code for Bonuses in Office, Mixed Use Corridor and Activity Center Districts. The Overlay may also allow residential, hotel, eating and drinking, office and retail uses throughout Subareas S.12.9 and S.12.9.1 when approved as part of a Planned Development, subject to the following additional criteria:

- (a) Building sites shall accommodate mass transit;
- (b) Development shall connect to a master stormwater system, if available;
and
- (c) Building and site design shall be generally consistent with the principles and practices of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System developed by the U.S. Green Building Council or a similar rating system approved by the City.